

PUBLIC UTILITIES COMMISSION

505 Van Ness Avenue
San Francisco, CA 94102-3298

**CLASS P CHARTER-PARTY PERMIT****PARTICIPATION AUTHORIZED IN:**

- DRIVERLESS AUTONOMOUS VEHICLE PASSENGER SERVICE PILOT PROGRAM
- PHASE I DRIVERED AUTONOMOUS VEHICLE PASSENGER SERVICE DEPLOYMENT PROGRAM
- PHASE I DRIVERLESS AUTONOMOUS VEHICLE PASSENGER SERVICE DEPLOYMENT PROGRAM

EXPIRES ON JUNE 2, 2024 - SEE PARAGRAPH (14)

PERMIT NO. TCP0039080-P

CRUISE LLC
1201 BRYANT STREET
SAN FRANCISCO, CA 94103

TERMINAL: 1201 BRYANT STREET, SAN FRANCISCO, CA 94103

The above-named Carrier, having made written application to the Public Utilities Commission of the State of California ("Commission") for authority to operate as a CHARTER-PARTY CARRIER OF PASSENGERS, pursuant to Sections 5351 through 5420 of the Public Utilities Code and Decisions (D.)18-05-043 and D.20-11-046 (as modified by D.21-05-017), is granted this permit authorizing the transportation of passengers by autonomous motor vehicle (AV) over the public highways of the State of California as a CHARTER-PARTY CARRIER OF PASSENGERS, as defined in said Code, subject to D.18-05-043, D.20-11-046 (as modified by D.21-05-017), TL-19136, TL-19137, TL-19145, and the following conditions:

- (1) This permit is issued pursuant to Public Utilities Code Section 5384(b) and is limited to the use of vehicles seating fewer than 16 people, including the driver.
- (2) No vehicle or vehicles shall be operated by said Carrier unless adequately covered by a public liability and property damage insurance policy or surety bond as required by Public Utilities Code Section 5392.
- (3) Said Carrier shall comply with all Commission orders, decisions, rules, directions, and requirements governing the operations of said Carrier including General Order (G.O.) Series 115 and 157 and shall remit to the Commission the Transportation Reimbursement Fee required by Public Utilities Code Section 403.
- (4) Said Carrier shall comply with G.O. 157-E, Part 1.06 that requires every charter-party carrier to comply with the California Vehicle Code. The Vehicle Code authorizes local regulation such that violation of a local ordinance may also amount to a violation of the Vehicle Code (e.g., §§ 21100-21118). D.20-11-046 (as modified by D.21-05-017) Ordering Paragraph 7(p) requires that AV Program participants "[c]omply with all other applicable State and Federal regulations." Vehicle Code § 22502 authorizes local agencies to prohibit by ordinance commercial loading and unloading of passengers more than 18 inches from the curb.
- (5) All vehicles operated under this authority shall comply with the requirements of the Motor Carrier Safety Section of the California Highway Patrol. No vehicle shall be operated unless it is named in the Carrier's most recent equipment list on file with this Commission. Written amendments to the equipment list shall be filed within ten days of the date the vehicle is put into or pulled out of service.
- (6) No vehicle shall be operated in the transportation of passengers in the Commission's Autonomous Vehicle Passenger Service Pilot Program by said Carrier without possession of a valid Autonomous Vehicle Manufacturer's Testing Permit currently in full force and effect from the California Department of Motor Vehicles to conduct autonomous vehicle testing on the public highways of the State of California.
- (7) No vehicle shall be operated in the transportation of passengers in the Commission's Phase I Autonomous Vehicle Passenger Service Deployment Program by said Carrier without possession of a valid Permit to Deploy Autonomous Vehicles on Public Streets currently in full force and effect from the California Department of Motor Vehicles to deploy autonomous vehicles on the public highways of the State of California.
- (8) This permit is subject to amendment, modification, suspension or revocation as provided in the Public Utilities Code, in Commission Resolutions PE-498, PE-501, and TL-18336, and in D.18-05-043 and D.20-11-046 (as modified by D.21-05-017).
- (9) This permit may not be sold, assigned, leased, or otherwise transferred or encumbered without Commission authorization.
- (10) This permit does not authorize said Carrier to conduct operations on the property of or into any airport unless such operation is authorized by the airport authority involved.
- (11) This permit does not authorize round-trip sightseeing tour service.
- (12) This permit authorizes the acceptance of monetary compensation for transportation provided in the Phase I Drivered and Driverless Autonomous Vehicle Passenger Service Deployment programs.
- (13) The use of top lights and/or taxi meters in all vehicles operated under this permit is prohibited (D.82-05-069).
- (14) This permit expires June 2, 2024. It may be renewed upon submission and approval of a renewal application. This renewal application should be submitted at least 90-days prior to the expiration date.

- (15) Pursuant to Part 8.01 of G.O. 157-E, TL-19136, and D.20-11-046 (as modified by D.21-05-017) section 4.21.2, this permit maintains said Carrier's request for an exemption to the requirement of Part 5.03 of G.O. 157-E that every driver of a vehicle be an employee of said Carrier. The exemption granted applies to said Carrier's participation in the Phase I Drivered Autonomous Vehicle Passenger Service Deployment program and shall be in effect until the authority expires.
- (16) Pursuant to Part 8.02 of G.O. 157-E, said Carrier's request for an exemption from the requirement of Part 4.01 of G.O. 157-E, that each vehicle in use under the authority be owned or leased by said Carrier, was granted for Carrier's Drivered Pilot Program and is carried forward to Carrier's Phase I Drivered Deployment Program per the conversion of Carrier's Drivered Pilot Program to the Phase I Drivered Deployment Program. Pursuant to Part 8.01 of G.O. 157-E, said Carrier's request for that same vehicle exemption is granted for Carrier's Phase I Driverless Deployment Program. This exemption is granted because the Carrier's vehicles are owned by an entity that has a controlling interest in the Carrier. Said Carrier is required to operate all autonomous vehicles in the Phase I Deployment Program in accordance with the California Vehicle Code and Commission requirements applicable to commercial vehicles. The exemption granted shall be in effect until the authority expires.
- (17) Pursuant to Part 8.02 of General Order 157-E, this permit grants said Carrier's request for an exemption to the requirement of Part 5.03 of G.O. 157-E that every driver of a vehicle be an employee of said Carrier. The exemption granted applies to said Carrier's participation in the Driverless Pilot program. Pursuant to TL-19136, the exemption shall be in effect until the authority expires or the duration of the pilot program, whichever is shorter.
- (18) Pursuant to Part 8.02 of General Order 157-E, this permit grants said Carrier's request for an exemption to the requirements of Parts 4.02, 4.05, and 4.06 of G.O. 157-E. This exemption is granted because although the purpose-built Origin vehicle is not equipped with certain equipment required for inspection by G.O. 157-E, Carrier will continue to conduct inspections that are functionally equivalent to the requirements of G.O. 157-E. The exemption granted applies to said Carrier's participation in the Driverless Pilot program and shall be in effect for twelve (12) months from the date of exemption grant or for the duration of the pilot program, whichever is shorter.

Permit issued on the 2nd day of June, 2021.

Driverless Pilot exemption renewal authorized on the 22nd day of April, 2022.

Permit amended on the 6th day of June, 2022.

Permit amended on the 11th day of August, 2023.

Permit amended on the 13th day of October, 2023.

BY



Terra Curtis
Interim Director, Consumer Protection and Enforcement Division